

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.
VICTORIA DISPENSARY.

COLD IN THE HEAD, &c.

BURROUGHS WELLCOME & Co.'s
PINOL EUCALYPTIA INHALERS.

ONE of the best remedies extant for Nasal Catarrh and all disorders of the Nasal Passages and Nasopharyngeal membranes.

Price\$1.25.

EUCALYPTUS OIL.

A STANDARD REMEDY FOR COLD.
Sprinkled on the handkerchief and over the breast of the night clothing it gives almost instant relief.

Bottles\$1.00 and 50 Cents.

DAKIN, CRUICKSHANK & Co., Ltd.,
VICTORIA DISPENSARY.
Hongkong, 19th January, 1895.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are Selected by our London House, bought direct at first hand, imported in Wood and Bottled by ourselves thus saving all intermediate profits and enabling us to supply the best growths at moderate prices.

PRICE LISTS, WITH FULL DETAILS, TO BE HAD ON APPLICATION.

PORT—After removal should be rested a month before use. When required for drinking at once it should be decanted to be decanted at the Dispensary before being sent out.

SHERRY—Excellent dinner and after dinner Wines, of very superior vintage. All are

CLARET—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1895.

BIRTH.

At Nos. 51 and 52, Chapoo Road, Hongkong, on the 23rd of January, 1895, Mr. F. H. DO ROZARIO, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 29, 1895.

TELEGRAMS.

THE CHINA-JAPAN WAR.

LONDON, January 29th.
The Japanese fleet bombarded Teng-chow on the 18th and 19th instants, and afterwards proceeded to Yung-cheng.
[State news this.—Ed. Hongkong Telegraph.]

THE "TIMES" DRIVELS.

The Times anticipates that the issue of the British dollar in the Far East will prove a great success.
[Heaven, what next will Reuter wire out as news?—Ed. Hongkong Telegraph.]

FRANCE.

The Chamber, by a large majority, has passed a vote of confidence in the Government.

MORE DRIVEL.

A memorial service has been held in Westminster Abbey for the late Lord Randolph Churchill. The Marquis of Salisbury and Lord Rosebery were present.

(Special to N. C. Daily News.)
THE WAR IN SHANTUNG.

CHEFOO, January 23rd.

Another force of Japanese have landed at Ninghai, and General Sung has ordered 2,000 men to oppose them. Foreign men-of-war are landing forces to protect the Settlement of Chelo.

THE APOSTLE OF PEACE.

KORE, January 23th.

The Hon. J. W. Foster arrived here the day before yesterday by the Empress of India, and intends to remain a short time. He is now staying at the Oriental Hotel with Secretary Henderson.

THE LATE ARISUGAWA.

Prince Arisugawa Taruhito, uncle of the Emperor, has died from typhoid fever.

FUN IN HONOLULU.

A revolution has broken out in Hawaii, but the rebels have been defeated.
[It would be interesting to know who are the rebels in this little business—the American adventurers or Queen Lilly of Killissey and the natives of the country?—Ed. H.K. Telegraph.]

THE NORTHERN PACIFIC CO.'S STEAMER "VICTORIA" IN COLLISION.

We are cordially informed by Messrs. Dodwell, Carvill & Co., agents of the Northern Pacific Steamship Company, that the Company's steamer *Victoria*, which left Hongkong on the 23rd instant for Tacoma, arrived at Moll yesterday morning, the 28th inst., and whilst mooring was carried by the strong current across the stem of the Japanese steamer *Arata Maru*, which was lying at anchor, and which received considerable damage to her port quarter, just abreast of the saloon. The *Victoria* was cut down to the water's edge, and has a fracture 19 feet deep and about three feet wide in some places.

Up to the time of writing, Messrs. Dodwell and Carvill state no damage had occurred to the cargo, and Captain Panton intended to place a temporary patch over the hole, and then proceed to Kobe, where a thorough examination of the damage could be made, and where it is possible that either permanent or temporary repairs can be effected.

It was expected that the *Victoria* would be able to leave Moll this morning for Kobe. Until the exact particulars of the damage can be ascertained, it is impossible to say whether the vessel will be able to proceed on to Tacoma with her cargo.

LOCAL AND GENERAL.

The mean man is not always a man of means. Now, who does the cap fit?

The silk ex steamship *Empress of Japan* was delivered in New York on the 25th inst.

CAN it be true that the characteristic of our time is that we have no time? What does G. Sharp think?

By a decree dated the 23rd instant, Wong Wen-shao, Viceroy of Yunkwei, has been appointed an assistant to the Viceroy Li Hung-chang in the affairs of the Peking.

The Agents (Messrs. Dodwell, Carvill & Co.) inform us that the *Victoria* is expected on the 31st inst., arrived at Tacoma on the 26th.

A REGULAR Convocation of Victoria Chapter, No. 525, will be held in the Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

The silk ex steamship *Tacoma*, which left Yokohama on the 25th December, and which arrived at Tacoma on the 17th inst., reached Chicago on the 21st, and New York on the 25th inst.

A WOULD-BE witty "joker" of the *China Mail* War Correspondent type opines that the reason why the Chinese always run away from the Japs is because they cannot fly. And, alas, he still lives, and sends bogus war reports to the London Times, the *China Gazette*, or the *Amy* *Pictorial*, which electify the world.

LATEST conundrum—"It takes a steady man a long time to come up." The person—ah! yes, person—who sends us the best solution of the problem why it should take a steady man a long time to come up—be he a steady man or not, will be awarded the Venerable Order of the Beer Bottle at his own cost.

At the twenty-fourth half yearly meeting of the British North Borneo Company, held in London on the 18th ult., the Chairman stated it was the desire of the Company to have regular steamers along the coast. A small steam of coal had been found close to Sandakan. The total revenue of the Company was \$355,000, and the expenditure \$326,000.

This colony during the Chinese New Year festivities is infested with mendicants of the 'job lot' order, and nine of these dilapidated and leper-stricken friars were brought up at the Police Court this morning charged with begging. As the defendants wished to return to Canton they were given forty cents each out of the poor box as passage money, and further honored by a police escort on board the 'night' packet to Canton.

A TELEGRAM from Chelo to our Shanghai morning contemporary, dated the 23rd inst., says:—It is expected that the Chinese fleet will wait the anticipated attack on Weihaiwei by the Japanese. The Japanese are occupying the city of Yung-cheng, and their troops are reported to have occupied the island of Kimsing. All is quiet at Chelo, and men from the American, French, German, and British men-of-war have been landed. A British squadron is expected to arrive shortly.

SAYS the *N. C. Daily News* of the 26th inst.:—It will be seen from an advertisement in the Shanghai Municipal Council that Mr. McMichael, who had left with Mr. Graham in the election for Councillors for the ensuing year, has withdrawn his name, and consequently Mr. Graham now forms one of the elected body.

The new Council consists of one German and eight British subjects, though it is a notable fact that of the eight, six are Scotchmen. Americans are not now represented on the Council.

We understand that about 1,400 summonses were applied for at the Magistracy yesterday on Chinese householders for illegally firing crackers during prohibited hours on the Chinese New Year Day. Surely the Magistrates will not waste valuable time listening to such nonsense. No doubt this childish fire-cracker business is an abominable nuisance to the community at large, but so long as the Government recognizes and sanctions it, to institute prosecutions for going a trifle beyond the limits allowed is ridiculous and contemptible.

It is reported that at the end of last month there were 455 Chinese residents in Kobe, thirteen of whom were recent arrivals.

The dress rehearsal of "Robinson Crusoe" at the City Hall last night was a huge success, and if the applause of the audience then indicates anything, the pantomime will go 'off' with great success. We sincerely hope so.

We learn from a reliable source that the gambling houses at Kowloon City have been closed again, owing to the Hongkong Government having made representations to the Viceroy of Canton. Is this the direct result of the highway robbery enacted near the frontier line recently?

The popularity of D'Arcy's Marionettes was again attested last night when a large audience crowded the Bijou Theatre, the performance being for the benefit of the Misses D'Arcy. Throughout the entertainment, which as usual went without a hitch, applause and laughter were continuous. This evening will be the last show for Europeans, and we cannot doubt that it will be largely patronized by all classes. A better evening's amusement could not possibly be enjoyed anywhere.

At the Magistracy this morning, before Mr. Hastings, Chau T. a cook, and Ho Sam, a widow, were charged on remand, at the instance of Inspector Quincey, with unlawfully bringing into the Colony from Hollow two women and two girls for the purpose of immigration (?) and also for unlawfully detaining them against their will on the 22nd instant. As Chau T. was one of the witnesses, he was admitted into the Courtroom. Chau T. was suffering from high fever, and had developed small-pox, the case was further remanded till Saturday; bail in one surety of \$500 each was allowed.

At the regular meeting of the Eoblen Mark Lodge, No. 264, held on the 28th instant, Bro. R. Cooke was installed as W. M. for the ensuing year, after which he appointed his officers as follows:—
S.W. Bro. P. R. Simmonds
J.W. S. L. Darby
M.O. J. R. Crook
S.O. E. C. Ellis
J.O. S. J. Hansch
Chaplain, Rev. S. St. A. Baylee
Treasurer, A. O'D. Gourd
Reg. of Marks, A. Tillett
Secretary, J. Dyer Ball
S.D. D. McDonald
J.D. G. L. Tomlin
D.C. F. J. R. Swartz
Organist, C. W. Longuet
L.G. F. F. F. Klene
Steward, W. M. Wood
Tyler, J. R. Grimble

The *Yokohama Daily Advertiser* cheerfully informs us that a Chinaman named Hen San, a burglar by profession, was executed under circumstances of the most singular aptness at Kinchow the other day. He had murdered a Japanese interpreter named Fujishiro, and Fujishiro's friend, and a brother interpreter, one Kanekaki, had been burnt alive but a little while before. Presumably, Hen San had a hand in that atrocity as well as the slaying of Fujishiro. Anyhow, in the event of Fujishiro's relatives being absent, the act of decapitation was performed by a gentlemanly gendarme who, as a cousin of Mr. Kanekaki, was accorded the privilege of acting as executioner. It is furthermore pleasing to learn from the Japanese paper *Yomiuri* that the instrument used by the avenging relative was the murdered man's favorite sword. Of course, the execution was witnessed by a large number of European and Chinese.

On the evening of the 24th inst. Mr. John Andrews' house-boy, whilst returning from a shopping excursion down to his master's residence at Magellan Gap, was attacked by three Chinese (S. C. men, the kn. w. they were Chinese men by the dialect) and two hundred yards from the Gap, and thrown down the embankment among the trees. When he tried to cry for help his assailants put a rope round his neck, and when he attempted to remove the rope his hands were badly cut with a knife. The unfortunate was then stripped and robbed of his money, and he had to crawl back to his home, except his underclothing. After the robbers had departed he managed to reach Mr. Andrews' residence in a miserable condition, and the following day his injured hands had to be sewn up and dressed by Dr. Steadman. And all this happened about dusk on a road that is commonly frequented by residents in the Peak district. The police have found no traces of the robbers.

THE WINGLOK STREET TRAGEDY.

The latest thing in the way of disasters, of which this Colony has, unfortunately, experienced a very unwelcome plethora in recent times, is an epidemic of shocking outrages perpetrated by gangs, or by individual members of gangs, of cold-blooded ruffians who feast the rivers and coasts of the neighbouring province of Kwangtung and who the Chinese authorities seem to be unable to bring under effective control. True, they occasionally capture a few desperadoes and make them, in a miserable way, the fact of daring highway robbery is constantly perpetuated with comparative impunity on the mainland within a score or so of miles of Hongkong, and the utter impotence of the Chinese authorities and the lamentable lack of a civilized system of government in the Celestial Empire, as well as the necessity for all hardened criminals who are released in this Colony being dealt with promptly and severely.

During the months of October and November of last year, as most of the readers of the *Hongkong Telegraph* will remember, three gang robberies were committed in Winglok Street and Page's Way, the robbers' victims being tied together by the wrists and hands, and the loot, consisting of money and valuables, was carried off. The first two raids were entirely successful, but during the third attack on the scene, and a free fight ensued, during which the robbers used firearms and knives, and thereby caused the death of a Chinese coolie and a white man. Five of the desperadoes were subsequently arrested, however, and at the December Criminal Sessions two of them were found guilty of murder and robbery, and sentenced to death, while the other three, owing to the ultra-consanguinity of two of the jurors, got off very cheaply with a sentence of fourteen years' imprisonment with hard labour.

The punishment meted out to the death sentence being passed on the doomed men and the execution, the capital sentence was carried out in Victoria. The execution was carried out in the public square, outside the Court-house, and the scene was a most ghastly one. The bodies of the two men were placed on a raised platform, and the executioner, a Chinese, stood on a raised platform, and the scene was a most ghastly one. The bodies of the two men were placed on a raised platform, and the executioner, a Chinese, stood on a raised platform, and the scene was a most ghastly one.

The execution, as compared with the "swinging" of Abdooh Khan on the 5th April of last year, may be pronounced a complete success and a great credit to the responsible parties. There was no hitch at all, and the drop of 6 feet to inches showed how accurate was Berry's "Hanging Scale" been worked out. It was a most successful execution, and was a most successful execution, and was a most successful execution.

We have now heard the last of the notorious Li Pong and his ruthless aide Au Chune, and it is to be hoped of gang robberies in Hongkong as well.

THE ACCIDENT TO THE "CITY OF RIO DE JANEIRO."

INTERVIEW WITH CAPTAIN J. T. SMITH.

The Pacific Mail Steamship Company's well known steamer *City of Rio de Janeiro*, which had the misfortune to come in contact with an unknown rock while en route from Yokohama to Nagasaki, a few days ago, arrived here from the latter port on Sunday looking none the worse for her very unpleasant experiences. Shortly after her arrival a representative of this paper called on her Captain, Mr. J. T. Smith, during which the following interesting information relative to the accident was obtained:

The *City of Rio de Janeiro* left Yokohama on the 24th instant bound for Nagasaki and Hongkong with a full general cargo and upwards of 200 passengers, chiefly Chinese, and all went well until 4.35 p.m. on Sunday, the 6th instant, when the vessel was drawing 10 feet forward and struck an unknown rock. The vessel was then thrown on her side, and the water rushed in, and the vessel was then thrown on her side, and the water rushed in, and the vessel was then thrown on her side, and the water rushed in.

The vessel then came in contact with the rock, and a slight shock and grating noise, followed by the steamer heeling over slightly to port. There were, at the moment, no signs of anything serious having happened. Captain Smith had been on the bridge, but he had then left the second officer (Mr. Johnson) in charge and went down to the lower deck, under the bridge. Of course, as soon as he observed an accident had happened he was on the bridge in a twinkling and ordered the engines to be stopped, and then, seeing the ship list so way, he

stood on for a short distance until he ascertained his vessel was making a good deal of water, whereupon he decided to beach her and send for assistance to Nagasaki. Accordingly the *Rio's* head was turned towards the shore and at 2.21 p.m. she was beached, or rather the forepart of the vessel was slowly run on some boulders, the coast being very rocky in the vicinity of the accident. Once safely on the beach the Purser (Mr. Freeman) was sent ashore to telegraph to Nagasaki, and after from 12 to 20 hours' journey he reached Kagoshima whence he despatched a telegram to that port. That was on Sunday, the 6th, and the next day, Monday, was passed without assistance arriving.

It may be here mentioned that one minute after striking the *Rio* had 12 feet of water in her fore-hold, while five minutes later no less than 21 feet of water were found in the same compartment. After beaching the vessel an attempt was made to get down to the damage, and with this object in view a good deal of cargo was landed in sampans and a lot more placed on deck, but all to no purpose, it being impossible to get down to the hatches, which Captain Smith hoped to secure so as to prevent the water getting above them. Then a lot of cargo was jettisoned, but still to no purpose. Fortunately the weather remained fine during the Sunday, so that it was unnecessary to land the passengers. Monday, however, was passed anxiously, for no help came from Nagasaki, neither was any passing steamer sighted, and therefore at 8 p.m. one of the *Rio's* boats, in charge of the second officer, was despatched with orders to get assistance from Nagasaki, as it was feared the Purser's telegram had not reached its destination.

At 10 o'clock the next morning, Tuesday, the Mitsui Bishi Co.'s tug *Yuzo*, with the ship's boat in tow, hove in sight and was soon alongside the *Rio*. She brought centrifugal pumps, 25 experienced salvors and Mr. Mansbridge, a diver, besides Captain Wilson Walker, the Pacific Mail Co.'s inland pilot, and Captain Robinson, the representative of the American Board of Underwriters. The diver lost no time in going down to examine the damage and soon reported that there was a hole, or rather rent, 14 feet long by from 1 to 4 feet wide in the starboard side of the ship, extending from the bulkhead forward. This information being thoroughly reliable, arrangements were made to fix a mattress pad over the rent, lash it firmly in the usual way, and then pump out the water with the centrifugal pump.

Lowering the water in the fore-hold went on all day; in the afternoon the treasure and mails were transferred to the tug and at 5 p.m. the vessel was backed off with the assistance of the tug-boat. At 6 p.m., after consultation with his officers, Captain Smith decided to seek a safer anchorage, and accordingly weighed anchor and coasted until daylight when Hakimoto harbour was reached and the vessel again beached on mud, about 50 miles from the point where she was first run ashore. Arrived at Hakimoto the services of the tug could be safely dispensed with temporarily, and the Purser, mails and passengers were therefore sent to Nagasaki by her. The Purser, who had orders to procure a large quantity of cement, soon returned in the tug and then all hands turned to—even the Stewards lent a willing hand—mixing cement and otherwise helping to get the ship in preparation for the journey to Nagasaki, and the 12th the temporary repairs had been successfully effected. It was not until the 14th, however, that a start could be made for Nagasaki, owing to bad weather, but at 7.30 a.m. the trip was commenced, under escort of the tug, and by 8 p.m. the *City of Rio* was safely anchored near the Mitsui Bishi Co.'s dock, and in the "basin." Once docked, temporary repairs, sufficient to enable her to get to Hongkong, were very smartly effected. It is worthy of note that upon arrival in Nagasaki the *Rio* went ashore and consular officers and Captain Smith upon getting out of the difficulty were followed by three times three for the Company.

"Was there any sign of panic among the passengers and crew?" asked our reporter. "None whatever," said Captain Smith. "The passengers behaved admirably, and as for my officers, engineers and crew, I cannot speak too highly of their conduct from first to last." "I notice the *Nagasaki Rikku*, *Sun*, and *Express* papers positively that you struck Hotokere (S. Iwasaki) Rock. What authority has the Editor of that paper for the statement? Did a representative of his paper interview you on the subject of your mishap?"

"The *Rikku* *Sun* had no authority for the allegation you mention. It is absolutely false and utterly without foundation. I was never interviewed by a representative of that paper, and when I asked the Editor how he came to make such a false statement he refused to give me his authority, but admitted that before publishing it he had no time to call on my ship to ascertain whether his 'yarn' was the correct version of the affair."

"When and where will a Mitsui Court of Inquiry be held?"
"At San Francisco, and at my request. The Consul at Nagasaki told me he had no authority to hold a Court."

"Did your passengers recognise your highly successful and untiring efforts to save the ship?"
"They all seemed extremely well pleased with what I did, and the saloon passengers handed me a very kindly-worded testimonial."

From inquiries made by the thoroughly reliable testimony of Captain Smith, and the fact of the *Rio* being in port at the present time, we are bound to say that Captain Smith and his crew have unquestionably acquitted themselves admirably under very trying circumstances, and that the owners of this handsome vessel are to be congratulated upon a happy issue out of what at one time appeared an inevitable disaster—a result mainly due to the coolness, thorough seamanship and sound practical experience which have made Captain Trimaine Smith one of the most trusted and popular commanders who visit this port.

The following is a copy of the thoroughly merited letter Captain Smith received on behalf of the saloon passengers:—

"My Dear Captain:—I feel that I must congratulate you on your coolness and admirable behaviour and on that of your officers and engineers after the accident. You saw at once what to do, and did it at once. By your skill and energy you saved the lives of a great many human beings, and have saved the ship for the Company as well. I never could have believed that there could have been so little excitement at so serious a time."

"By your example you kept the two hundred Chinese perfectly quiet. They saw that they could trust you. The rock on which we struck was not the chart; there can be no question about that. You showed me our course both before and after we struck, so I know what I say is true."

"I shall always feel grateful to you for having saved my life, and in my opinion the lives of the entire ship's company."

"Your conduct is deserving the highest praise."

Very sincerely yours,

C. F. FRANKLIN,
The Consular Agent at Nagasaki, arrived here on the 28th inst.

being a good deal cooler than his comrade-in-arms. But cool as were these criminals up to the point of the morning, when they asked the Gaul physician, Dr. Marquis, for "something to prevent agony," evidently imagining that they would be tortured, *à la Chénais*, to obtain a confession of their crime, they behaved like arrant curs at the last. They were assured, of course, that death would be instantaneous and painless and that no torture would be applied, and then they appeared considerably relieved.

Precisely at 6.32 Captain Leithbridge, followed by Mr. Bullock, a turnkey who acted as executioner, Dr. Marquis, and warders Nolan and Hodge, entered the cell of the doomed men who feebly resisted the planing process. The straps were soon duly adjusted to their arms and waists and then they were led, howling, crying and protesting their innocence, towards the scaffold which was reached at 6.57 a.m.

THE YOUNG OF THE SCAFFOLD.
The youngest of the three, Au Chune, 28 years of age, almost fainted, and he had to be supported by two warders while the straps were fixed to his legs. His face denoted the extremity of mental agony and intense fear—strange, the greater the sounder the bigger the coward—and was the more remarkable owing to his deadly valor. The scene was now awful in the extreme. In the distance the bell was tolling, and the doomed men were waiting and crying out "march!" (march, I'm not guilty), the executioner was drawing the fatal noose tighter and tighter round the necks of the condemned men who were standing on the verge of Eternity, a slight push forward placed them on the trap, a sign came from Captain Leithbridge to the

the knot in position is adjusted, white caps are drawn over the men's heads, and then, almost before the onlookers know that the end has come, Bullock steps lightly towards the lever and, pulling the bolt, the two doors of Chlo-town drop plumb and a twirl or two of the muscles of their bodies and hands alone show that the last glimmer of life is still within the ghastly bodies. Death must have been instantaneous, and the corpses were cut down an hour later and on them the usual formal Coroners' inquest was held at 3 o'clock this afternoon.

"This execution, as compared with the 'swinging' of Abdooh Khan on the 5th April of last year, may be pronounced a complete success and a great credit to the responsible parties. There was no hitch at all, and the drop of 6 feet to inches showed how accurate was Berry's 'Hanging Scale' been worked out. It was a most successful execution, and was a most successful execution, and was a most successful execution."

"We have now heard the last of the notorious Li Pong and his ruthless aide Au Chune, and it is to be hoped of gang robberies in Hongkong as well."

THE ACCIDENT TO THE "CITY OF RIO DE JANEIRO."

INTERVIEW WITH CAPTAIN J. T. SMITH.

The Pacific Mail Steamship Company's well known steamer *City of Rio de Janeiro*, which had the misfortune to come in contact with an unknown rock while en route from Yokohama to Nagasaki, a few days ago, arrived here from the latter port on Sunday looking none the worse for her very unpleasant experiences. Shortly after her arrival a representative of this paper called on her Captain, Mr. J. T. Smith, during which the following interesting information relative to the accident was obtained:

The *City of Rio de Janeiro* left Yokohama on the 24th instant bound for Nagasaki and Hongkong with a full general cargo and upwards of 200 passengers, chiefly Chinese, and all went well until 4.35 p.m. on Sunday, the 6th instant, when the vessel was drawing 10 feet forward and struck an unknown rock. The vessel was then thrown on her side, and the water rushed in, and the vessel was then thrown on her side, and the water rushed in.

The vessel then came in contact with the rock, and a slight shock and grating noise, followed by the steamer heeling over slightly to port. There were, at the moment, no signs of anything serious having happened. Captain Smith had been on the bridge, but he had then left the second officer (Mr. Johnson) in charge and went down to the lower deck, under the bridge. Of course, as soon as he observed an accident had happened he was on the bridge in a twinkling and ordered the engines to be stopped, and then, seeing the ship list so way, he

stood on for a short distance until he ascertained his vessel was making a good deal of water, whereupon he decided to beach her and send for assistance to Nagasaki. Accordingly the *Rio's* head was turned towards the shore and at 2.21 p.m. she was beached, or rather the forepart of the vessel was slowly run on some boulders, the coast being very rocky in the vicinity of the accident. Once safely on the beach the Purser (Mr. Freeman) was sent ashore to telegraph to Nagasaki, and after from 12 to 20 hours' journey he reached Kagoshima whence he despatched a telegram to that port. That was on Sunday, the 6th, and the next day, Monday, was passed without assistance arriving.

It may be here mentioned that one minute after striking the *Rio* had 12 feet of water in her fore-hold, while five minutes later no less than 21 feet of water were found in the same compartment. After beaching the vessel an attempt was made to get down to the damage, and with this object in view a good deal of cargo was landed in sampans and a lot more placed on deck, but all to no purpose, it being impossible to get down to the hatches, which Captain Smith hoped to secure so as to prevent the water getting above them. Then a lot of cargo was jettisoned, but still to no purpose. Fortunately the weather remained fine during the Sunday, so that it was unnecessary to land the passengers. Monday, however, was passed anxiously, for no help came from Nagasaki, neither was any passing steamer sighted, and therefore at 8 p.m. one of the *Rio's* boats, in charge of the second officer, was despatched with orders to get assistance from Nagasaki, as it was feared the Purser's telegram had not reached its destination.

At 10 o'clock the next morning, Tuesday, the Mitsui Bishi Co.'s tug *Yuzo*, with the ship's boat in tow, hove in sight and was soon alongside the *Rio*. She brought centrifugal pumps, 25 experienced salvors and Mr. Mansbridge, a diver, besides Captain Wilson Walker, the Pacific Mail Co.'s inland pilot, and Captain Robinson, the representative of the American Board of Underwriters. The diver lost no time in going down to examine the damage and soon reported that there was a hole, or rather rent, 14 feet long by from 1 to 4 feet wide in the starboard side of the ship, extending from the bulkhead forward. This information being thoroughly reliable, arrangements were made to fix a mattress pad over the rent, lash it firmly in the usual way, and then pump out the water with the centrifugal pump.

Lowering the water in the fore-hold went on all day; in the afternoon the treasure and mails were transferred to the tug and at 5 p.m. the vessel was backed off with the assistance of the tug-boat. At 6 p.m., after consultation with his officers, Captain Smith decided to seek a safer anchorage, and accordingly weighed anchor and coasted until daylight when Hakimoto harbour was reached and the vessel again beached on mud, about 50 miles from the point where she was first run ashore. Arrived at Hakimoto the services of the tug could be safely dispensed with temporarily, and the Purser, mails and passengers were therefore sent to Nagasaki by her. The Purser, who had orders to procure a large quantity of cement, soon returned in the tug and then all hands turned to—even the Stewards lent a willing hand—mixing cement and otherwise helping to get the ship in preparation for the journey to Nagasaki, and the 12th the temporary repairs had been successfully effected. It was not until the 14th, however, that a start could be made for Nagasaki, owing to bad weather, but at 7.30 a.m. the trip was commenced, under escort of the tug, and by 8 p.m. the *City of Rio* was safely anchored near the Mitsui Bishi Co.'s dock, and in the "basin." Once docked, temporary repairs, sufficient to enable her to get to Hongkong, were very smartly effected. It is worthy of note that upon arrival in Nagasaki the *Rio* went ashore and consular officers and Captain Smith upon getting out of the difficulty were followed by three times three for the Company.

"Was there any sign of panic among the passengers and crew?" asked our reporter. "None whatever," said Captain Smith. "The passengers behaved admirably, and as for my officers, engineers and crew, I cannot speak too highly of their conduct from first to last."

"I notice the *Nagasaki Rikku*, *Sun*, and *Express* papers positively that you struck Hotokere (S. Iwasaki) Rock. What authority has the Editor of that paper for the statement? Did a representative of his paper interview you on the subject of your mishap?"

TRAINING NOTES.

Now that the program for the Hongkong Jockey Club Race Meeting have been issued, and as we are within a measurable distance of our great annual carnival, genuine interest in training work has become an accomplished fact, as was clearly evidenced by the large attendance at the races last Saturday—China New Year's day. Reserving a review of the entries until tomorrow or Thursday, I have only time and space to-day to very briefly record the latest gallops.

Glengairn (late Frohman) was the first pony on the track and, going alone, he covered a mile and a quarter in 41, 1.17, 1.53, 2.30 and 3.02, scarcely moving in his best form, but this is accounted for by the pony being short of work. The Derby miler, Sinner, accompanied by Novell, galloped a mile and a half in 35, 1.10, 2.23, 2.58, 3.35, 4.02, the last mile being timed, being held back to the chestnut until three furlongs from home, when he utterly collapsed, the griffin winning easily; but on his present form Sinner does not possess a hundred to one chance of winning the Hongkong Derby. A spotted pony, Hailang, entered in the name of Mr. George, was spun along for three quarters in 37, 1.12 and 1.44, and shapes like a fair-class racer.

Blue Beard went a mile and a half in 37, 1.13, 1.46, 2.18, 2.54, and 3.27, a capital gallop, but the game from grey finish and was clean pumped out. The three-cornered customer Primrose, ridden along over the mile course in 35, 1.09, 1.41, 2.12, 2.51, 3.18, 3.45, 4.12, 4.40, 5.08, 5.35, 6.02, 6.30, 6.57, 7.24, 7.51, 8.18, 8.45, 9.12, 9.40, 10.07, 10.34, 11.01, 11.28, 11.55, 12.22, 12.49, 13.16, 13.43, 14.10, 14.37, 15.04, 15.31, 15.58, 16.25, 16.52, 17.19, 17.46, 18.13, 18.40, 19.07, 19.34, 20.01, 20.28, 20.55, 21.22, 21.49, 22.16, 22.43, 23.10, 23.37, 24.04, 24.31, 24.58, 25.25, 25.52, 26.19, 26.46, 27.13, 27.40, 28.07, 28.34, 29.01, 29.28, 29.55, 30.22, 30.49, 31.16, 31.43, 32.10, 32.37, 33.04, 33.31, 33.58, 34.25, 34.52, 35.19, 35.46, 36.13, 36.40, 37.07, 37.34, 38.01, 38.28, 38.55, 39.22, 39.49, 40.16, 40.43, 41.10, 41.37, 42.04, 42.31, 42.58, 43.25, 43.52, 44.19, 44.46, 45.13, 45.40, 46.07, 46.34, 46.61, 46.88, 47.15, 47.42, 48.09, 48.36, 48.63, 48.90, 49.17, 49.44, 49.71, 50.00, 50.27, 50.54, 51.21, 51.48, 52.15, 52.42, 53.09, 53.36, 53.63, 53.90, 54.17, 54.44, 54.71, 54.98, 55.25, 55.52, 56.19, 56.46, 56.73, 57.00, 57.27, 57.54, 58.21, 58.48, 59.15, 59.42, 59.69, 60.00, 60.27, 60.54, 61.21, 61.48, 62.15, 62.42, 63.09, 63.36, 63.63, 63.90, 64.17, 64.44, 64.71, 64.98, 65.25, 65.52, 66.19, 66.46, 66.73, 67.00, 67.27, 67.54, 68.21, 68.48, 69.15, 69.42, 69.69, 70.00, 70.27, 70.54, 71.21, 71.48, 72.15, 72.42, 73.09, 73.36, 73.63, 73.90, 74.17, 74.44, 74.71, 74.98, 75.25, 75.52, 76.19, 76.46, 76.73, 77.00, 77.27, 77.54, 78.21, 78.48, 79.15, 79.42, 79.69, 80.00, 80.27, 80.54, 81.21, 81.48, 82.15, 82.42, 83.09, 83.36, 83.63, 83.90, 84.17, 84.44, 84.71, 84.98, 85.25, 85.52, 86.19, 86.46, 86.73, 87.00, 87.27, 87.54, 88.21, 88.48, 89.15, 89.42, 89.69, 90.00, 90.27, 90.54, 91.21, 91.48, 92.15, 92.42, 93.09, 93.36, 93.63, 93.90, 94.17, 94.44, 94.71, 94.98, 95.25, 95.52, 96.19, 96.46, 96.73, 97.00, 97.27, 97.54, 98.21, 98.48, 99.15, 99.42, 99.69, 100.00, 100.27, 100.54, 101.21, 101.48, 102.15, 102.42, 103.09, 103.36, 103.63, 103.90, 104.17, 104.44, 104.71, 104.98, 105.25, 105.52, 106.19, 106.46, 106.73, 107.00, 107.27, 107.54, 108.21, 108.48, 109.15, 109.42, 109.69, 110.00, 110.27, 110.54, 111.21, 111.48, 112.15, 112.42, 113.09, 113.36, 113.63, 113.90, 114.17, 114.44, 114.71, 114.98, 115.25, 115.52, 116.19, 116.46, 116.73, 117.00, 117.27, 117.54, 118.21, 118.48, 119.15, 119.42, 119.69, 120.00, 120.27, 120.54, 121.21, 121.48, 122.15, 122.42, 123.09, 123.36, 123.63, 123.90, 124.17, 124.44, 124.71, 124.98, 125.25, 125.52, 126.19, 126.46, 126.73, 127.00, 127.27, 127.54, 128.21, 128.48, 129.15, 129.42, 129.69, 130.00, 130.27, 130.54, 131.21, 131.48, 132.15, 132.42, 133.09, 133.36, 133.63, 133.90, 134.17, 134.44, 134.71, 134.98, 135.25, 135.52, 136.19, 136.46, 136.73, 137.00, 137.27, 137.54, 138.21, 138.48, 139.15, 139.42, 139.69, 140.00, 140.27, 140.54, 141.21, 141.48, 142.15, 142.42, 143.09, 143.36, 143.63, 143.90, 144.17, 144.44, 144.71, 144.98, 145.25, 145.52, 146.19, 146.46, 146.73, 147.00, 147.27, 147.54, 148.21, 148.48, 149.15, 149.42, 149.69, 150.00, 150.27, 150.54, 151.21, 151.48, 152.15, 152.42, 153.09, 153.36, 153.63, 153.90, 154.17, 154.44, 154.71, 154.98, 155.25, 155.52, 156.19, 156.46, 156.73, 157.00, 157.27, 157.54, 158.21, 158.48, 159.15, 159.42, 159.69, 160.00, 160.27, 160.54, 161.21, 161.48, 162.15, 162.42, 163.09, 163.36, 163.63, 163.90, 164.17, 164.44, 164.71, 164.98, 165.25, 165.52, 166.19, 166.46, 166.73, 167.00, 167.27, 167.54, 168.21, 168.48, 169.15, 169.42, 169.69, 170.00, 170.27, 170.54, 171.21, 171.48, 172.15, 172.42, 173.09, 173.36, 173.63, 173.90, 174.17, 174.44, 174.71, 174.98, 175.25, 175.52, 176.19, 176.46, 176.73, 177.00, 177.27, 177.54, 178.21, 178.48, 179.15, 179.42, 179.69, 180.00, 180.27, 180.54, 181.21, 181.48, 182.15, 182.42, 183.09, 183.36, 183.63, 183.90, 184.17, 184.44, 184.71, 184.98, 185.25, 185.52, 186.19, 186.46, 186.73, 187.00, 187.27, 187.54, 188.21, 188.48, 189.15, 189.42, 189.69, 190.00, 190.27, 190.54, 191.21, 191.48, 192.15, 192.42, 193.09, 193.36, 193.63, 193.90, 194.17, 194.44, 194.71, 194.98, 195.25, 195.52, 196.19, 196.46, 196.73, 197.00, 197.27, 197.54, 198.21, 198.48, 199.15, 199.42, 199.69, 200.00, 200.27, 200.54, 201.21, 201.48, 202.15, 202.42, 203.09, 203.36, 203.63, 203.90, 204.17, 204.44, 204.71, 204.98, 205.25, 205.52, 206.19, 206.46, 206.73, 207.00, 207.27, 207.54, 208.21, 208.48, 209.15, 209.42, 209.69, 210.00, 210.27, 210.54, 211.21, 211.48, 212.15, 212.42, 213.09, 213.36, 213.63, 213.90, 214.17, 214.44, 214.71, 214.98, 215.25, 215.52, 216.19, 216.46, 216.73, 217.00, 217.27, 217.54, 218.21, 218.48, 219.15, 219.42, 219.69, 220.00, 220.27, 220.54, 221.21, 221.48, 222.15, 222.42, 223.09, 223.36, 223.63, 223.90, 224.17, 224.44, 224.71, 224.98, 225.25, 225.52, 226.19, 226.46, 226.73, 227.00, 227.27, 227.54, 228.21, 228.48, 229.15, 229.42, 229.69, 230.00, 230.27, 230.54, 231.21, 231.48, 232.15, 232.42, 233.09, 233.36, 233.63, 233.90, 234.17, 234.44, 234.71, 234.98, 235.25, 235.52, 236.19, 236.46, 236.73, 237.00, 237.27, 237.54, 238.21, 238.48, 239.15, 239.42, 239.69, 240.00, 240.27, 240.54, 241.21, 241.48, 242.15, 242.42, 243.09, 243.36, 243.63, 243.90, 244.17, 244.44, 244.71, 244.98, 245.25, 245.52, 246.19, 246.46, 246.73, 247.00, 247.27, 247.54, 248.21, 248.48, 249.15, 249.42, 249.69, 250.00, 250.27, 250.54, 251.21, 251.48, 252.15, 252.42, 253.09, 253.36, 253.63, 253.90, 254.17, 254.44, 254.71, 254.98, 255.25, 255.52, 256.19, 256.46, 256.73, 257.00, 257.27, 257.54, 258.21, 258.48, 259.15, 259.42, 259.69, 260.00, 260.27, 260.54, 261.21, 261.48, 262.15, 262.42, 263.09, 263.36, 263.63, 263.90, 264.17, 264.44, 264.71, 264.98, 265.25, 265.52, 266.19, 266.46, 266.73, 267.00, 267.27, 267.54, 268.21, 268.48, 269.15, 269.42, 269.69, 270.00, 270.27, 270.54, 271.21, 271.48, 272.15, 272.42, 273.09, 273.36, 273.63, 273.90, 274.17, 274.44, 274.71, 274.98, 275.25, 275.52, 276.19, 276.46, 276.73, 277.00, 277.27, 277.54, 278.21, 278.48, 279.15, 279.42, 279.69, 280.00, 280.27, 280.54, 281.21, 281.48, 282.15, 282.42, 283.09, 283.36, 283.63, 283.90, 284.17, 284.44, 284.71, 284.98, 285.25, 285.52, 286.19, 286.46, 286.73, 287.00, 287.27, 287.54, 288.21, 288.48, 289.15, 289.42, 289.69, 290.00, 290.27, 290.54, 291.21, 291.48, 292.15, 292.42, 293.09, 293.36, 293.63, 293.90, 294.17, 294.44, 294.71, 294.98, 295.25, 295.52, 296.19, 296.46, 296.73, 297.00, 297.27, 297.54, 298.21, 298.48, 299.15, 299.42, 299.69, 300.00, 300.27, 300.54, 301.21, 301.48, 302.15, 302.42, 303.09, 303.36, 303.63, 303.90, 304.17, 304.44, 304.71, 304.98, 305.25, 305.52, 306.19, 306.46, 306.73, 307.00, 307.27, 307.54, 308.21, 308.48, 309.15, 309.42, 309.69, 310.00, 310.27, 310.54, 311.21, 311.48, 312.15, 312.42, 313.09, 313.36, 313.63, 313.90, 314.17, 314.44, 314.71, 314.98, 315.25, 315.52, 316.19, 316.46, 316.73, 317.00, 317.27, 317.54, 318.21, 318.48, 319.15, 319.42, 319.69, 320.00, 320.27, 320.54, 321.21, 321.48, 322.15, 322.42, 323.09, 323.36, 323.63, 323.90, 324.17, 324.44, 324.71, 324.98, 325.25, 325.52, 326.19, 326.46, 326.73, 327.00, 327.27, 327.54, 328.21, 328.48, 329.15, 329.42, 329.69, 330.00, 330.27, 330.54, 331.21, 331.48, 332.15, 332.42, 333.09, 333.36, 333.63, 333.90, 334.17, 334.44, 334.71, 334.98, 335.25, 335.52, 336.19, 336.46, 336.73, 337.00, 337.27, 337.54, 338.21, 338.48, 339.15, 339.42, 339.69, 340.00, 340.27, 340.54, 341.21, 341.48, 342.15, 342.42, 343.09, 343.36, 343.63, 343.90, 344.17, 344.44, 344.71, 344.98, 345.25, 345.52, 346.19, 346.46, 346.73, 347.00, 347.27, 347.54, 348.21, 348.48, 349.15, 349.42, 349.69, 350.00, 350.27, 350.54, 351.21, 351.48, 352.15, 352.42, 353.09, 353.36, 353.63, 353.90, 354.17, 354.44, 354.71, 354.98, 355.25, 355.52, 356.19, 356.46, 356.73, 357.00, 357.27, 357.54, 358.21, 358.48, 359.15, 359.42, 359.69, 360.00, 360.27, 360.54, 361.21, 361.48, 362.15, 362.42, 363.09, 363.36, 363.63, 363.90, 364.17, 364.44, 364.71, 364.98, 365.25, 365.52, 366.19, 366.46, 366.73, 367.00, 367.27, 367.54, 368.21, 368.48, 369.15, 369.42, 369.69, 370.00, 370.27, 370.54, 371.21, 371.48, 372.15, 372.42, 373.09, 373.36, 373.63, 373.90, 374.17, 374.44, 374.71, 374.98, 375.25, 375.52, 376.19, 376.46, 376.73, 377.00, 377.27, 377.54, 378.21, 378.48, 379.15, 379.42, 379.69, 380.00, 380.27, 380.54, 381.21, 381.48, 382.15, 382.42, 383.09, 383.36, 383.63, 383.90, 384.17, 384.44, 384.71, 384.98, 385.25, 385.52, 386.19, 386.46, 386.73, 387.00, 387.27, 387.54, 388.21, 388.48, 389.15, 389.42, 389.69, 390.00, 390.27, 390.54, 391.21, 391.48, 392.15, 392.42, 393.09, 393.36, 393.63, 393.90, 394.17, 394.44, 394.71, 394.98, 395.25, 395.52, 396.19, 396.46, 396.73, 397.00, 397.27, 397.54, 398.21, 398.48, 399.15, 399.42, 399.69, 400.00, 400.27, 400.54, 401.21, 401.48, 402.15, 402.42, 403.09, 403.36, 403.63, 403.90, 404.17, 404.44, 404.71, 404.98, 405.25, 405.52, 406.19, 406.46, 406.73, 407.00, 407.27, 407.54, 408.21, 408.48, 409.15, 409.42, 409.69, 410.00, 410.27, 410.54, 411.21, 411.48, 412.15, 412.42, 413.09, 413.36, 413.63, 413.90, 414.17, 414.44, 414.71, 414.98, 415.25, 415.52, 416.19, 416.46, 416.73, 417.00, 417.27, 417.54, 418.21, 418.48, 419.15, 419.42, 419.69, 420.00, 420.27, 420.54, 421.21, 421.48, 422.15, 422.42, 423.09, 423.36, 423.63, 423.90, 424.17, 424.44, 424.71, 424.98, 425.25, 425.52, 426.19, 426.46, 426.73, 427.00, 427.27, 427.54, 428.21, 428.48, 429.15, 429.42, 429.69, 430.00, 430.27, 430.54, 431.21, 431.48, 432.15, 432.42, 433.09, 433.36, 433.63, 433.90, 434.17, 434.44, 434.71, 434.98, 435.25, 435.52, 436.19, 436.46, 436.73, 437.00, 437.27, 437.54, 438.21, 438.48, 439.15, 439.42, 439.69, 440.00, 440.27, 440.54, 441.21, 441.48, 442.15, 442.42, 443.09, 443.36, 443.63, 443.90, 444.17, 444.44, 444.71, 444.98, 445.25, 445.52, 446.19, 446.46, 446.73, 447.00, 447.27, 447.54, 448.21, 448.48, 449.15, 449.42, 449.69, 450.00, 450.27, 450.54, 451.21, 451.48, 452.15, 452.42, 453.09, 453.36, 453.63, 453.90, 454.17, 454.44, 454.71, 454.98, 455.25, 455.52, 456.19, 456.46, 456.73, 457.00, 457.27, 457.54, 458.21, 458.48, 459.15, 459.42, 459.69, 460.00, 460.27, 460.54, 461.21, 461.48, 462.15, 462.42, 463.09, 463.36, 463.63, 463.90, 464.17, 464.44, 464.71, 464.98, 465.25, 465.52, 466.19, 466.46, 466.73, 467.00, 467.27, 467.54, 468.21, 468.48, 469.15, 469.42, 469.69, 470.00, 470.27, 470.54, 471.21, 471.48, 472.15, 472.42, 473.09, 473.36, 473.63, 473.90, 474.17, 474.44, 474.71, 474.98, 475.25, 475.52, 476.19, 476.46, 476.73, 477.00, 477.27, 477.54, 478.21, 478.48, 479.15, 479.42, 479.69, 480.00, 480.27, 480.54, 481.21, 481.48, 482.15, 482.42, 483.09, 483.36, 483.63, 483.90, 484.17, 484.44, 484.71, 484.98, 485.25, 485.52, 486.19, 486.46, 486.73, 487.00, 487.27, 487.54, 488.21, 488.48, 489.15, 489.42, 489.69, 490.00, 490.27, 490.54, 491.21, 491.48, 492.15, 492.42, 493.09, 493.36, 493.63, 493.90, 494.17, 494.44, 494.71, 494.98, 495.25, 495.52, 496.19, 496.46, 496.73, 497.00, 497.27, 497.54, 498.21, 498.48, 499.15, 499.42, 499.69, 500.00, 500.27, 500.54, 501.21, 501.48, 502.15, 502.42, 503.09, 503.36, 503.63, 503.90, 504.17, 504.44, 504.71, 504.98, 505.25, 505.52, 506.19, 506.46, 506.73, 507.00, 507.27, 507.54, 508.21, 508.48, 509.15, 509.42, 509.69, 510.00, 510.27, 510.54, 511.21, 511.48, 512.15, 512.42, 513.09, 513.36, 513.63, 513.90, 514.17, 514.44, 514.71, 514.98, 515.25, 515.52, 516.19, 516.46, 516.73, 517.00, 517.27, 517.54, 518.21, 518.48, 519.15, 519.42, 519.69, 520.00, 520.27, 520.54, 521.21, 521.48, 522.15, 522.42, 523.09, 523.36, 523.63, 523.90, 524.17, 524.44, 524.71, 524.98, 525.25, 525.52, 526.19, 526.46, 526.73, 527.00, 527.27, 527.54, 528.21, 528.48, 529.15, 529.42, 529.69, 530.00, 530.27, 530.54, 531.21, 531.48, 532.15, 532.42, 533.09, 533.36, 533.63, 533.90, 534.17, 534.44, 534.71, 534.98, 535.25, 535.52, 536.19, 536.46, 536.73, 537.00, 537.27, 537.54, 538.21, 538.48, 539.15, 539.42, 539.69, 540.00, 540.27, 540.54, 541.21, 541.48, 542.15, 542.42, 543.09, 543.36, 543.63, 543.90, 544.17, 544.44, 544.71, 544.98, 545.25, 545.52, 546.19, 546.46, 546.73, 547.00, 547.27, 547.54, 548.21,

Auctions.

GOVERNMENT NOTIFICATION.
No. 16.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot.

TO-MORROW,
the 30th day of January, 1895, at 4 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Acting Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 13th January, 1895. [145]

Particulars and Conditions of the letting by Public Auction, to be held To-morrow, the 30th day of January, 1895, at 4 P.M., by Order of His Excellency the Governor, of One Lot CROWN LAND, in the Colony of Hongkong, for a term of 999 years.

PARTICULARS OF THE LOT.									
No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Acres.	Annual Rent.	Upstairs.			
1	13,16	Inland Lot No. 13,16.	11. 225. 01. 150.	36.170	90	1800			

PUBLIC AUCTION
OF
VALUABLE HOUSEHOLD
FURNITURE, &c.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
SATURDAY, the 2nd February, 1895,
commencing at 2.30 P.M., at his SALE ROOMS, DUNDRELL STREET,
(For Account of Sundry Parties).

A QUANTITY OF
VALUABLE AND USEFUL HOUSEHOLD
FURNITURE,
Comprising—

ONE DRAWING-ROOM SUITE in
PLUSH and SADDLERBAGS, several ditto in
SILK TAPESTRY and PLUSH (all quite new)
REVELLED OVERMANTLES, CHIFFONIER
WITH REVELLED GLASS, BOOK-
CASES & BOOKS, CANTON BLACKWOOD
CURIO STANDS and TEAPOTS, BRASS
FENDERS, CARPETS, CURTAINS, RUGS,
CLOCKS, PICTURES and ORNAMENTS,
&c., &c.

SIDEBOARDS with REVELLED GLASS,
MARBLE-TOP and PLAIN; EXTENSION
DINING TABLES and CHAIRS, DINNER
WAGGONS, DINNER and DESSERT SER-
VICES, FLETCRO PLATE and GLASS
WARE, CUTLERY and PANTRY REQUIS-
ITES.

SINGLE & DOUBLE IRON BEDSTEADS
and MATTRESSES, &c.
SINGLE & DOUBLE WARDROBES with
REVELLED GLASS DOORS, and PLAIN;
HANDSOME DRESSING TABLES, MAR-
BLE-TOP & REVELLED GLASS, MARBLE-
TOP WASHSTANDS and SETS, SUNDRY
BED-ROOM FURNITURE, BATH-ROOM
and KITCHEN REQUISITES, COOKING
STOVE,

&c., &c.
Catalogues will be issued previous to Sale.
On View from Friday, the 1st February,
TERMS OF SALE—As customary.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 28th January, 1895. [161]

Intimations.

LEVY HERMANOS.
AND AT
SHANGHAI, MANILA, ILOILO & PARIS.
JEWELLERY, DIAMONDS, WATCH,
CHRONOMETER & CLOCKMAKERS,
Also
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

G. FALCONER & CO.,
WATCH and CHRONOMETER MANU-
FACTURERS and JEWELLERS,
NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.
No. 48, Queen's Road Central. [167]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches,
awarded the highest Prize at every Exhibition;
and for Volkmann and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
No. 48, Queen's Road Central. [168]

FLOUR.

IF YOU WANT GOOD BREAD
USE



AND TAKE NO OTHER

Intimations.

OF UNDOUBTED MERIT.

TRY IT!

CHAMPAGNE BITTERS.

TO BE HAD AT ALL CLUBS AND HOTEL BARS,

OR FROM

WATKINS & CO.,

THE APOTHECARIES' HALL.

66, Queen's Road Central. [15]

THE
CLUB HOTEL,
5, BUND, YOKOHAMA.HOTEL
METROPOLE,
1 TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine, under the foreign supervision of an approved Chef, has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maitron in attendance.

The Hotel steam-launch attends Steamers arriving and departing. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—the only Hotel offering such an advantage. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNY, Manager,
YOKOHAMA.

E. DEWETTE, Manager,
TOKYO. [160]

Hotels.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG,
(On Shau-ki-wan Road.)

THE POPULAR SUMMER RESORT, and
TERMINUS of the only pleasant DRIVE
to be had on the Island. "BAY VIEW"
occupies the best situation on the Shau-ki-wan
Road; commands an excellent view of the
Harbour, and is always open to the cool breezes
from the Southward. Steam-launches can at
any time come alongside the jetty adjoining the
spacious lawn.

To the other attractions of this popular resort
BATHING PAVILIONS
have been added, and a LAUNCH runs from
the NEW PEDDER'S WHARF to BAY VIEW
every half-hour after 5 P.M. daily.

Private Dinners or Tiffin prepared in First-
class style on the shortest notice and Meals can
be served at all hours.

Hongkong, 13th August, 1894. [19]

THE
ROYAL STAG HOTEL

(LATE THE STAG HOTEL)
—Established in 1857—
Nov. 14/1890, QUEEN'S ROAD CENTRAL.

THIS POPULAR HOTEL has recently been
thoroughly renovated and, under new
and experienced Management, offers Accommodation
at most reasonable rates to BOARDERS and
VISITORS, unsurpassed in the Colony.

The BED-ROOMS are comfortable and
comfortably FURNISHED, with HOT, COLD
and SHOWER BATHS, and in addition to a
WELL APPOINTED
BAR, with GRILL-ROOM attached,
there are DINING, BILLIARD and SMOKING
ROOMS, with every convenience.

The CUISINE is in able and experienced
hands, and only the best brands of WINES,
SPIRITS and MALT LIQUORS are kept.

For terms, &c., apply to
THE MANAGER,
Royal Stag Hotel,
Hongkong, 3rd November, 1894. [158]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed
HOTEL, situated at a height of 2,350 feet
above sea-level, has just been thoroughly
redecorated, renovated and re-furnished, and a
NEW WING has been built, which commands
magnificent Views of the Harbour and mainland
of China.

SPECIAL WINTER RATES,
(FROM NOVEMBER 1ST TO MARCH 1ST).
One person, per day.....\$2.50 to \$ 3.00
One person, per month.....\$60 to 60.00
Married couple (occupying one room) per
day.....\$ 5.00
Married couple (occupying one room) per
month.....\$ 100 to 105.00
Married couple (occupying two rooms)
per month.....\$ 110 to 120.00
Extra Bed-room, per month.....20.00
For further particulars, apply to
MANAGER,
New Victoria Hotel,
Hongkong, 16th October, 1894. [165]

THOMAS' GRILL ROOMS.

(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that
such a place as this was the one thing
needed to fit in between HOTEL LIFE and the
PRIVATE BOARDING-HOUSE—providing it be
First-class in every detail. A place where one
may have his GRILLED CHOP or STEAK
at any hour of the Day, up to 11 P.M., or later
if notice be given. He is also prepared to
SUPPLY MEALS to PRIVATE PARTIES
per MENU or ORDER—the Parties sending
Dishes, &c., for same—and Cash. Terms—

Breakfast.....per meal	\$0.75.....	or Month	\$18
Tiffin.....	\$0.75.....		\$18
Dinner.....	\$1.25.....		\$25
Breakfast, Tiffin and Dinner.....	\$2.25.....		\$45
Breakfast and Tiffin.....	\$1.50.....		\$30
Tiffin and Dinner.....	\$1.50.....		\$30

SPECIAL TIFFINS and DINNERS served
in Excellent Style at short notice

W. THOMAS,
Proprietor.

Hongkong, 14th June, 1894. [157]

FUJIYA HOTEL.

MIYANOSHITA,
HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELETRIC LIGHT IN ALL THE
BUILDINGS.

TWO ENGLISH BILLIARD TABLES.
EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A
PROLONGED STAY.

S. N. YAMAGUCHI,
Proprietor.

Intimations.

TO SHIPMASTERS.

CAPTAIN F. H. PLUMMER,
(LATE OF THE PATAGONIAN NAVY.)
THE OLDEST STEVEDORE IN
MANILA.

STEVEDORE and CONTRACTOR.

COALS and all kinds of STORES
SUPPLIED on the shortest notice and
on the most reasonable terms.
Manila, 31st October, 1895. [159]

TO SHIPMASTERS.

STEAM WATER-BOT COMPANY.

THE Undersigned are prepared to SUPPLY
on shortest notice any quantity of PURE
FRESH FILTERED WATER for both DECK
and BOILERS.

The only Company in Hongkong exclusively
supplying FILTERED WATER.
Despatch Guaranteed. Call Flag "W."
J. W. KEW & Co.,
18, Praya Central.
Hongkong, 17th November, 1894. [151]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1894. [150]

DENTISTRY.

FIRST CLASS WORKMANSHIP

AND

MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly
assistant to Dr. ROBERTS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 27th July, 1895. [154]

To be Let.

TO LET.

GODOWNS IN WANCHAI at the back of
MCGREGOR'S BARRACKS.
DAVID SARBOON, SONS & Co.
Hongkong, 28th January, 1895. [156]

TO LET.

DWELLING HOUSES—

"BANCOURT" MOUNT KELLET-
(FURNISHED).

"HIGHER" at MADAM'S GAR-
"RAVENSHILL" WEST, on ROBINSON
ROAD.

No. 3, CASTLE ROAD.
FLOORS in BLUE BUILDINGS,
FLOORS in ELGIN STREET, PEEL
STREET and STAMFORD STREET.
FLOORS in No. 1, SKELLY STREET.

GODOWNS—

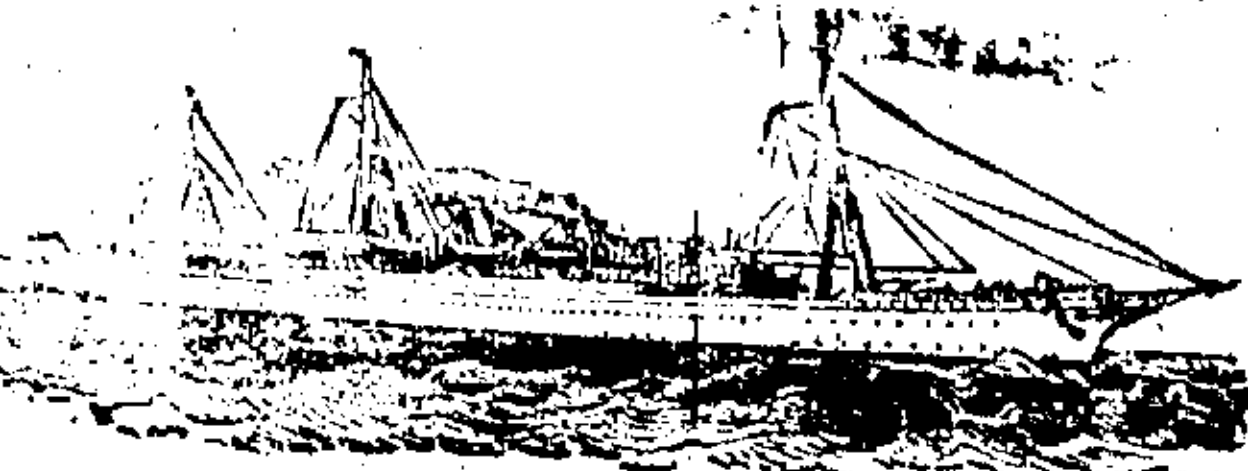
BLU BUILDINGS,
No. 74, PRAYA CENTRAL.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.
Hongkong, 24th January, 1895. [155]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 20th February.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 20th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
RAILS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return
tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 23rd January, 1895.

D. E. BROWN, General Agent,
Pedder's Street. [13]

U. S. MAIL LINE.
PACIFIC MAIL STEAM-
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via

Nagasaki, Kobe, In-
land Sea and Yoko-
hama).....Wednesday, 6th Feb.,
at Daylight.

China (via Nagasaki,
Kobe, Inland Sea and
Yokohama).....Wednesday, 20th Feb.,
at Daylight.

Pera (via Nagasaki,
Kobe, Inland Sea, and
Yokohama & Hono-
lulu).....Saturday, 9th March,
at Daylight.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA and
YOKOHAMA on WEDNESDAY, the 6th Feb.,
at Daylight, taking Passengers and Freight for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting
Railways, and the CANADIAN PACIFIC RAIL-
WAY on payment of \$10 Gold in addition to
the regular tariff rates.

Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option of
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Venezuela, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day; all
Parcel Packages should be marked to ad-
dress in full value of same is required.

Consular invoices to accompany Cargo des-
tined to Ports beyond San Francisco in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.

C. L. GORHAM, Acting Agent.
Hongkong, 10th January, 1895. [15]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAUBER'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c.

EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 14th July, 1895. [159]

Mails.

NORTHERN PACIFIC STEAMSHIP AND
RAILROAD COMPANIES.PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma.....	Tuesday.....	February 26th.
Sikh.....	Tuesday.....	March 10th.
Victoria.....	Tuesday.....	April 9th.

THE Steamship

"TACOMA"

Captain R. Crawford, sailing at Noon, on
TUESDAY, the 26th February, will proceed to
VICTORIA, B.C. and TACOMA, via SHANG-
HAI, INLAND SEA, KOBE & YOKOHAMA.
Through Bills of Lading issued to Japan
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address
marked in full by 5 P.M. on the day previous to
sailing.

For further information as to Passage or
Freight, apply to

DODD, CARLILL & Co.,
Agents

Hongkong, 23rd January, 1895. [14]

For Sale.

WILL SHORTLY
BE READY.

[PUBLISHED BY AUTHORITY.]

FOURTEENTH ISSUE.

"THE HONGKONG DIRECTORY AND
HONG LIT FOR THE FAR EAST"
FOR 1895.

THIS Valuable Work, with many NEW
ADDITIONS and IMPROVEMENTS,
WILL SHORTLY BE READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG
DIRECTORY" may be sent to the following
Agents—

HONGKONG—Mr. W. Brewer.

"Messrs. F. Blackhead & Co.

"Messrs. Harman, Harber & Co.

"Messrs. Kelly & Walsh, Limited.

"Messrs. Lane, Crawford & Co.

"The Hongkong Trading Co.

"Man Yit Tong, Hollywood Road.

MACAO—Mr. A. A. de Mello.

AMOI and
FORAMOA—Messrs. N. Moale & Co., Ltd.

FOOCHOW—Mr. H. W. Churchill.